

1/09/86

2.0 COLORADO RIVER INDIAN RESERVATION LANDS

The Colorado Indian Reservation lands are located in La Paz County, Arizona (225,995 acres) and San Bernardino, California (42,696 acres). The Colorado River spans the reservation to the north and south providing 90 miles of shoreline. The tribal lands are characterized by low, arid desert and fertile river valleys with abrupt mountain ranges. The reservation area is inhabited by the Mohave, Chemehuevi, Hopi and Navajo Indians; the Mohaves have inhabited the area for centuries, while members of the latter tribes relocated to the reservation later.

The development of the reservation began in 1864 when Charles Debrille Poston, the first Indian Superintendent for Arizona, selected the area as Arizona's second Indian Reservation. The reservation was established on March 3, 1965 for the "Indians of said river and its tributaries." Two years later congress appropriated \$50,000 to the reservation for the development of an irrigation system. This attracted others to the area and brought rise to new communities.

The railroad was laid in its present location in 1905. In 1908 the townsite for Parker, now the County seat for La Paz County, was founded, and lots were auctioned off in 1910. Parker is located 163 miles west of Phoenix on the east bank of the Colorado River.

Originally created to serve as a railroad stopover, a watering and shipping station, as well as a retail center for the Colorado Indian Reservation, Parker still serves as the shipping center for more than 60,000 acres of developed irrigation land and acts as the prime wholesale and retail center for the entire area. Since the end of World War II, the area has attracted tourists, sportsmen, and winter residents with its Lake Moovalya, backed by the Headgate Rock Dam completed in 1941, Lake Havasu, backed by the Parker Dam completed in 1938, and the five county and state parks located within 20 miles of Parker. In recent years, the area has undergone much community and economic development; housing conditions have been vastly upgraded by the recent

construction of 204 new homes, and preparations are being made to build 100 more homes on the reservation. In addition, several new recreational and manufacturing enterprises have located on the reservation, thus improving the area's attractiveness.

2.1 AIRPORT HISTORY

Avi Suquilla Airport was established in its present location in the late 1920's. Prior to the second World War, the Colboch Flying Service and the James Flying Service, both based in Parker, trained Navy pilots under a government contract. Colboch and James moved their operations to Prescott in 1941 to take advantage of the better facilities.

Until 1947, the runway had a dirt surface. In that year, Yuma County covered the runway with a coat of oil (prime coat). It wasn't until 1959 that the present Runway 01/19 had an asphaltic concrete surface laid after an extensive wind study was completed.

In 1962, the Town of Parker signed a 25-year lease with CRIT for 198.26 acres for the Airport. Subsequent modification to the lease added 56.84 acres to the Airport. In 1982, the lease between the Town of Parker and CRIT was cancelled and the Airport reverted back to the responsibility of the tribes. Currently, CRIT owns and operates the Avi Suquilla Airport.

As a matter of record, the following projects have been implemented at the Airport over the past several years:

- June 1974 - Constructed new bituminous surface treatment and wearing course (seal coat) on approximately 30,000 square yards of taxiway and constructed new bituminous surface treatment and wearing course (seal coat) on approximately 40,000 square yards of runway.
- May 1974 - Installed new Medium-Intensity Runway and Taxiway Lighting Systems. (MIRLs and MITLs)

- August 1973 - Extended runway lights, repaired runway with seal coat, installed new lighting control panel, extended security fencing, and installed anchors and tiedowns.
- July 1971 - Extended taxiway 800 feet x 50 feet and installed lighting on extensions to runway and taxiway.
- August 1970 - Extended runway 1,200 feet x 75 feet to the southwest.
- August 1969 - Graded, stabilized and paved aircraft parking apron 800 feet x 275 feet.
- May 1968 - Constructed airport apron and connecting taxiways for passenger loading and unloading.
- March 1967 - Constructed new operations building.
- August 1962 - Surfaced runway 4,000 feet x 75 feet, and installed perimeter fence and low-intensity runway lights.
- March 1961 - Seal-coated runway, and installed section of perimeter fencing and low-intensity runway lighting.
- March 1961 - Graded and compacted surface ramp and aircraft parking area.
- April 1960 - Seal-coated runway and taxi strip, and installed water supply connection.